

C O R R I D O R

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A MESSAGE FROM THE DIRECTOR

I am pleased to report that a number of H-1 Corridor construction projects are already underway and significant work has been completed since our last newsletter. These projects include:

- ◆ Resurfacing of Kaimuki on- and off-ramps (only guardrails, striping and other incidental work remains). Potential ramp or lane closures may take place in March between 9:30 a.m. and 3:30 p.m. on 5th, 11th, Kokohead and Waialae Avenues to complete the work.
- ◆ Lighting upgrades from the Keeaumoku Street overpass to Ainakoa Avenue are 40 percent complete.
- ◆ Seismic retrofitting of the Kapiolani Interchange off-ramp and main grade separation structure is 50 percent done. (On the back of this newsletter, we have included a detailed description of seismic retrofitting planned along the H-1 Corridor.)

Most of the remaining six projects are scheduled to begin this summer while construction on the ramps, frontage roads and cross streets along the H-1 corridor may begin as early as April. The state will continue to work with contractors, the City & County of Honolulu, and utility companies to ensure that work is completed as smoothly and quickly as possible. We have coordinated these projects with the utility companies, and they will schedule their own maintenance and upgrades to coincide with our H-1 Corridor timeline. As a result, all work will be completed within two years, rather than the projected 10 years if the projects were independently scheduled.

For example, the installation of new water mains and gas lines will be done just prior to the scheduled resurfacing of those parts of the highway.

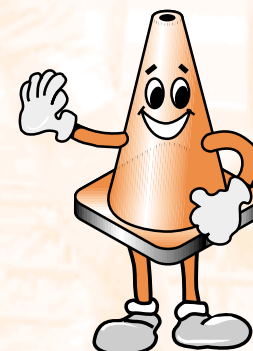
We are also working with the Honolulu Police Department to coordinate traffic flow during the H-1 resurfacing. During past projects, such as the widening of Kalanianaʻole Highway, HPD was invaluable in helping to coordinate traffic detours and keeping everyone safe on our roads. As construction begins, I would like to remind drivers to slow down and drive with caution. Work zones can be dangerous for both workers and drivers.

Finally, let me applaud the efforts of everyone involved in the H-1 Corridor project, as they undertake one of Hawaii's most intensive highway resurfacing projects. As we move forward, I hope all drivers will use this newsletter as a tool to keep abreast of highway construction. Additional information is available on the state Department of Transportation's web site at www.state.hi.us/dot. The driving public should also look for DOT's tabloid in The Honolulu Advertiser and Honolulu Star-Bulletin that will provide the most comprehensive and up-to-date information on H-1 Corridor projects.

Mahalo,



Kazu Hayashida
Director of Transportation



HELP KAZU NAME THE MASCOT FOR H-1 CORRIDOR CONSTRUCTION.

Send your suggestions to
"Name the H-1 Mascot,"

Hawaii State Department of
Transportation,
869 Punchbowl Street,
Honolulu, HI 96813;
or e-mail

h-1corridor@exec.state.hi.us.
Deadline is April 15, 2000.

For more information contact the
Department of Transportation Public Affairs
office at 587-2160 or visit the
DOT website at: www.hawaii.gov/dot



H-1 TO BE MADE EARTHQUAKE READY

Seismic retrofitting is the reinforcing of highway bridges and overpass structures, using specially designed hardware and engineering methods. It allows a structure to withstand much greater earthquake forces with less structural damage.

Drivers will see a number of seismic retrofitting projects along the H-1 freeway, as the state Department of Transportation moves to make Oahu's main traffic artery through Downtown Honolulu compliant with new federal construction standards. Much of the seismic retrofit work is performed beneath highway structures and will not effect traffic flow. However, the state will make it a priority to keep motorists informed of required highway closures and detours.

Seismic retrofitting projects to be done on the H-1 Corridor is currently ongoing and is expected to run through 2001. The work includes:

- ◆ Strengthening bridge or ramp supports by adding concrete to column footings or bases,
- ◆ Strengthening bridge or ramp supports by wrapping columns with fiber wrapping,
- ◆ Strengthening bridges or ramps by "tying" the superstructure internally with cables or pipes, and
- ◆ Strengthening abutments (where a bridge or ramp meets the ground) with concrete.

Retrofitting of the H-1 Kapiolani Interchange is currently more than 50 percent complete and is estimated to be finished by summer 2000. The state is currently retrofitting the H-1 bridge structure from South King Street to 1st Avenue. Structural work is being done over

Kapiolani Boulevard, Harding and Kapahulu Avenues, and the Manoa-Palolo Stream. Lane closures on these respective roadways will be in place during construction to facilitate concrete pouring and construction over the roadways. Lane closures will also occur on H-1 during some portions of the work. Work on H-1 near the King Street on-ramp has been postponed until April 2000 and is being redesigned to minimize impact on traffic.

Retrofitting on the Lunalilo-Vineyard and Makiki off-ramps and Palama separation structure is currently out to bid and is estimated to start this summer. The construction of cables/pipe restraining units to comply with new earthquake design standards, the addition of concrete blocking at the abutments and footings, and fiber wrapping of columns will be among the work being completed.

TIMELINE OF H-1 CORRIDOR PROJECTS

Ongoing Projects:

- ◆ Kaimuki Area Ramp Resurfacing
- ◆ Seismic Retrofitting—Kapiolani Interchange off-ramp and main grade separation structure
- ◆ H-1 Lighting Upgrade

Starting Summer 2000:

- ◆ H-1 Corridor Resurfacing
- ◆ Waiialae Avenue Landscaping
- ◆ Seismic Retrofitting—Lunalilo-Vineyard and Makiki Off-Ramps and Palama separation
- ◆ Punahou Off-Ramp Widening
- ◆ Kalaniana'ole Highway Resurfacing

Starting Winter 2000:

- ◆ Waiialae Bike Lane Improvements

